

Wednesday's Testimony at Westerly

Dispatcher H. P. Haley Gives Further Evidence in Mansfield Case—Signal Tender Joseph Parro, Lineman F. L. Babcock, H. F. Roche, Electrician Foss and Others Describe Lever and Signal Condition Following Bradford Wreck.

Wednesday was the fifth day of the trial of Charles H. Mansfield on the charge of manslaughter, before Judge Rathbun and a jury in the superior court for Washington county, in session at Westerly. The accused was engineer of the Gilt Edge express, train 25, that crashed into the rear end of the New London local train, 633, at Bradford, in the evening of April 17, last.

Herman P. Haley, train dispatcher at New London, who was on the witness stand when court adjourned on Tuesday, resumed his testimony when court reconvened Wednesday morning. Upon cross-examination by Mr. Fitzgerald, the witness testified, in relation to the train sheet, that it was not made out entirely by him but by two others, all working on eight hour shifts. He was on duty from 3 to 11 o'clock on the date of the Bradford wreck. He gave the time of the passage of train 25, showing arrival at Kingston 7:19, Shannock 7:24, Wood River Junction 7:27 and Bradford 7:32. These times are reported by towermen. The time of 633 was at Kingston 7:02, Shannock 7:15, Wood River Junction 7:18 and Bradford 7:26. At Kingston the difference between the trains was 12 minutes, 9 minutes at Wood River and six minutes at Bradford. Train 633 delay at Kingston was noticed, and was the scheduled time of train 25. Between Auburn and Bradford he did not notice any loss of time of train 25.

Mr. Haley could not tell who sent or received the messages at the Bradford tower, that is there were no messages, but rather instructions, or conversation, he said. He communicated to 633 and 25 through the towerman. He had no record of the instructions given on the night of the wreck from the train sheet is the record, but does not show that 633 was ordered into a siding. He is supposed to make notes, it was not the custom of locomotive 633 to lose steam at Bradford or the 25 was to stop there, and therefore were occurrences out of the ordinary, and it was not until 25 got to get into New London before 633. Another train, 623, passes 633 at Kingston regularly and that is not extraordinary. No provision for 25 to pass 633 except at New London where 633 finishes the trip. The instructions to towermen was to put 633 on the siding and to let 25 stop and take the passengers of 633 at Bradford. The orders of train dispatcher to towermen is absolute.

After getting notice of delay of 633 at Bradford he made effort to get instructions to 25 at Wood River Junction, but it was too late, as 25 was going by that tower. He could not get word to 25 at Wood River to stop at Bradford. After that did not notify Bradford that 25 had passed Wood River Junction. The message was first sent to Wood River and then to Bradford. The towerman at Wood River could probably have told the starter and stopped 25, if the train had not proceeded too far on clear signals from Wood River. There have been cases in emergencies when signals have been thrown in front of engineers. The train would have been held by hand signal by lantern, if message had reached Wood River in time that is by flagging the train, but gave orders to stop at Bradford. To flag stop means about the same thing. To stop means by lantern or by signal. Order to towerman to flag train means to stop, and witness was liable to use either word. By flagging it meant giving the signal by swinging the lantern, he said. The flagging of a train, Mr. Haley said, meant to stop, and it was at the discretion of the towerman. He would almost stop the train by signals and then go out and flag the train at night with a red lantern. He could not recall telling the towerman at Wood River not to turn the starter signal. He said Ross was the operator, but he did not know where Ross was now, but did not think he was in the employ of the company and did not know whether his whereabouts is unknown. If witness could have stopped 25 at Wood River, he would not have sent like instructions to Bradford. The instructions to Bradford were timed, as being received at 7:30.

When witness was notified from Bradford that 633 engine was losing steam it occurred to him, he said, that Mr. Otis, counsel for the defense, did not consider it any cause for alarm as to the safety of passengers on train 25. There was no reason, he said, to hurry except to save time. He had no cause to believe that there was to be a collision between train 25 and 633. There was nothing in the situation that he regarded as extraordinary. It is common to put trains on sidings to let other trains go by. He believed that train 25 would have stopped at Bradford by signals, after failing at Wood River Junction.

The witness testified that he knew there were signals that could be used at Bradford, after 25 passed Wood River. The situation was not one of emergency, and there is no special form for emergency instructions. He would not be proper to give order to throw signal of danger in front of engineer's flag. It would not be proper for towerman to give such an order without instructions from train dispatcher. Representing the superintendent, train 633 came to Bradford at 7:26 and train 25 passed Wood River at 7:27, and therefore had interval of one minute to send message to 25 at Wood River. The message was done until message was sent to Bradford to put 633 on siding. The train 25 passes 633 at Kingston regularly, but no special record is made of that on the time sheet, or of the like work of any other trains, except as to time. There have been cases where passengers from local trains have been transferred to express trains, and would consider that an emergency, as it was not of daily routine.

It is not usual to stop express trains on route unless for some special reason, testified Mr. Haley in response to queries by Mr. Fitzgerald. All passenger trains are of the same class, but schedules are arranged to allow through trains to have the right of way, and in some instances express trains are scheduled to pass local trains. At Kingston twelve minutes is allowed to get 633 out of the way of 25, according to the schedule. He received message from 633 of the trouble with the locomotive at Bradford.

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ford, he had report of train 25 at Shannock at 7:24 and knew the running time of that train, which was three minutes before 633 arrived at Bradford. The towerman at Bradford, on that night, must have given the unlock to Wood River before 7:27, or 25 would have been held in the block beyond? asked Mr. Fitzgerald. To this the witness replied, "No, sir; not necessarily, but could go to the starter at Wood River, before going into the signals at Bradford."

Witness considered that Bradford could stop 25 all right, but the message was sent to Wood River to give information at that place in regard to transfer of passengers at Bradford. Train 25 would have to get the red light to stop at Bradford and the signal or lantern must be used. There is no signal that can be given to a train by a towerman to come along slowly to get a message, unless it may be a red lantern to stop and then a yellow lantern for the train to slow and receive the message.

Train Dispatcher Haley resumed his testimony after the afternoon session, being questioned by Mr. Fitzgerald. It was his custom to notify that train was to stop at station beyond and that was why the message from Wood River Junction first. Trains 25 and 633 were both scheduled to stop at Westerly, a regular stop, and passengers could be transferred at Westerly. Had 633 proceeded 25 would have to stop at Bradford on the night of the wreck, and could have sent word in time to hold up 25. It was a question whether that could make Westerly and it was to be held at Bradford to transfer New York passengers and then was to proceed to New London from the Bradford siding.

In response to query from Attorney Otis, the witness said he could not recall just what the message from Bradford read, but knew it was in relation to engine trouble and not able to make time to New London. The message sent by witness for train 25 at Wood River could have been delivered without having the train come on head, as the witness said he was up 25. It was a question whether that could make Westerly and it was to be held at Bradford to transfer New York passengers and then was to proceed to New London from the Bradford siding.

Mr. Haley said he had been a train dispatcher for twelve years and it has been frequent for one train to pass a block and another train following in the next block. Simeon Fish, of Poquonoc, a locomotive engineer, testified he was in the engine of train 633 when it stopped at Bradford tower at 7:26 on the night of April 17. He was "deadhead" from Providence to Middletown that night and "fired" the engine from Kingston to Bradford. He knew the train was close on 25 time, and as he was as train stopped Engineer Weatherly looked at his watch and said the time was 7:25. Witness did not look at his watch. He was then working when he was summoned to court, as he was off sick.

Joseph Parro testified that he was at Bradford on the night of the railroad wreck, and he went up to the signal. It was the distant signal and he went there at night and remained there until 5:30 in the morning. He did not go to the signal alone for there was another fellow with him. No one touched the signal while he was there. In reply to Mr. Fitzgerald he said he knew the signal. He went to see the distant signal. At the Providence hearing he said he did not go to the distant signal, but to the signal just across the bridge. Witness said he would want to talk with Mr. Fitzgerald. He wanted an interpreter and Leo Ruel who was in the court room was called. Through the interpreter, the witness denied some statements he made at the commission hearing. He was, according to the record, witness said he was at the station, had been working all day and was sent to the signal station and he did not go to the signal alone. Witness said he had no interpreter at the hearing in Providence.

Frederick L. Babcock, a lineman, testified that he was sent to the distant signal at 3:30 in the morning after the wreck, to watch the signal. He believed that Parro, and was there until 10:30 when he was released by Mr. Roche, section man at Stonington.

Howard F. Roche, helper in signal service, was sent out to guard the distant signal, which was not known, he was assigned to watch duty the day and the signal was still at danger. He remained there until 5:30 and was told by Mr. Dobson of the signal department. Joseph Parro was recalled and identified the signal which was the distant signal with him. The man who told Mr. Fitzgerald he did not want to talk to him, but he said he did talk to him, and he said he did talk to him without any interpreter. He went to court in Kingston because the base told him to go there. Thomas Haggerty, a signal keeper, testified that he was at Bradford, sent the next day after the wreck to the distant signal, to watch it, and the signal was set at caution, and he was on duty the next day from 10:30 p. m. to 2:40 a. m., and the distant signal was at caution all the time he was by the railroad and in the signal department that is to keep the signals right and in working order. He was on duty alone at the signal, and no one was sent out to watch him.

James Foss, chief electrician of the signal department of the railroad company, testified that he arrived in Bradford on the morning of the Bradford wreck, and was assigned to duty in the tower, to see that the levers were not touched for the west bound track. He later served as watchman on the distant signal and relieved Thomas Haggerty, who in turn relieved the witness. Home of witness was in Mansfield, Mass., and he was sent to court by Foreman Tisdale. He went into the tower and several were in there and a spare towerman was on duty. Mr. Morrison, the head of the department, was there. He was watching the levers in the tower from 10 a. m. to 5:30 p. m., and relieved Haggerty at 5:30, and when relieved went to the tower and back to the signal. He was on duty continuously for about four days and while in the tower, he had his hands on his eyes for the levers, and did not nod at anytime during his tour of duty. He was on

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Enclosed cars, 125 inch wheelbase; Four Passenger Coupe \$2800. Five Passenger Brougham \$2950.

Enclosed cars, 132 inch wheelbase; Seven Passenger Limousine \$3500. Seven Passenger with Cadillac body (Springfield type) \$3750. Seven Passenger Imperial \$3750. Prices include standard equipment, F. O. B. Detroit. Prices are subject to advance without notice.

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duty at the signal alone, and did no nodding.

Nathan Packer, of West Mystic, general helper in the signal system of the railroad company, went to the distant signal, he said he did not go to the distant signal, but to the signal just across the bridge. Witness said he would want to talk with Mr. Fitzgerald. He wanted an interpreter and Leo Ruel who was in the court room was called. Through the interpreter, the witness denied some statements he made at the commission hearing. He was, according to the record, witness said he was at the station, had been working all day and was sent to the signal station and he did not go to the signal alone. Witness said he had no interpreter at the hearing in Providence.

William Bailey, another helper in the signal department, and a resident of East Greenwich, was assigned to the tower to relieve Assistant Foreman Waller, and assigned to watch the levers for the first time. He said the distant signals were at danger. He was excused by Mr. Morrison, and then the levers were worked for the interstate commerce and public utility commission. He said the record of his testimony was inaccurate as he did not relieve George Anderson. The witness said he did not know much, if anything, about the working of the levers in the tower house. At 4:30 court adjourned until 10:30 Thursday morning.

Rev. John G. Dutton, minister of the Broad Street Christian church, of Westerly, gave the principal address Tuesday, at the eighty-first annual meeting of the Rhode Island and Massachusetts conference, held in Providence. His subject was "The Question of the Hour, and he declared that Christianity stood foremost as the theme of thought. Rev. E. T. Baker, secretary of the Federal Churches of Massachusetts, briefly outlined the purpose and work of that organization. Addresses were made by Rev. John R. Clark, Rev. E. Baker, Rev. G. A. Conbeare, and Mrs. George F. Rooke, mainly on peace and temperance. In the evening Rev. C. E. Fockler delivered the annual sermon and Rev. P. S. Salter spoke on evangelism.

At the annual meeting of the Seventh Day Baptist Missionary society, held in the Pawcatuck Seventh Day Baptist church officers were elected as follows: William L. Clarke, of Ashaway, president; Albert S. Babcock, of Rockville, R. I., recording secretary; Samuel H. Davis, of Westerly, treasurer. Board of managers—Rev. E. Crandall, Charles H. Stanton, Samuel H. Davis, Rev. Clayton A. Burdick, John H. Austin, Charles P. Cottrell, James S. Saunders, Harlow P. Hakes, La Verne Langworthy, of Westerly, Rev. George B. Shaw, Frank Hill,

William L. Clarke, of Ashaway; Albert S. Babcock, Rev. Ira Lee Cottrell, John F. Palmer, of Rockville, J. Irving Maxon of Isle of Pines; Alexander C. Kenyon, Rev. F. Adelbert Witt, of Hopkinton; Herbert M. Swaney, of Westerly; Rev. Andrew J. Potter of Noank; Rev. Arthur E. Main, Rev. William L. Burdick, Rev. P. Saunders, of Alfred, N. Y.; Rev. Edwin Shaw, Rev. Theodore L. Gardner, Plainfield, N. J.; Rev. D. Burdett Coon, Battle Creek, Michigan; Rev. Simeon H. Babcock, of Albion, N. Y.; Rev. Lester C. Randolph, of Milltown, Wis.; Irving A. Crandall, of Lenardsville, N. Y.; Preston F. Randolph, of Salem, W. Va.; Dr. O. E. Larkins, of Chicago; Umberto S. Griffin, of Nortonville, Kan.; Samuel R. Wheeler, Boulder, Col., and Walter H. Ingham of Fort Wayne, Ind.

The regular quarterly dividend of \$1 per share has been declared by the Narragansett Electric Lighting company.

Miss Helen Louise Buffum, Westerly High School, class of 1915, has entered the National Park Seminary, at Forest Glen, Maryland.

There is liable to be a ripple or two at the republican caucus this (Thursday) evening over the selection of delegates to the state convention and the election of a town committee.

Mrs. Reginald Washburn, who is suffering from an attack of appendicitis, was conveyed to her home at Westerly, Wednesday, in a special car attached to the 7:45 a. m. train. She was accompanied by her husband, other members of the family and a Worcester physician. An operation may be necessary. The Washburn family have spent the summer at the Misquamicut inn, Watch Hill.

The five years old son of Manager Timothy J. Driscoll of the Mohican store was struck by an automobile when at the corner of High and Pierce street, and was rendered unconscious for several hours. He received a bruise over the right eye and this left cheek was cut. The boy was in improved condition, Wednesday evening, and his injuries are not considered serious.

Baseball in Honduras. Strong interest in baseball is developing in the Central American Republic of Honduras. At first the game interested only foreign residents in some of the towns of the republic, but now, it is reported, games between natives in the town of San Pedro Sula are well attended and arouse genuine enthusiasm among Honduran spectators.

Middletown.—The Middlesex county farm bureau, through the county agricultural agent, John H. Fay, is carrying out a programme of demonstrations or meetings with poultrymen throughout Middlesex county. Several meetings have been held and demonstrations conducted in different parts of the county.

WESTERLY INTEREST IN POLITICS

Efforts Underway to Name New Town Committee at Republican Caucus—Desire for Men Who Will be True to Fellow Men—How the Committee Has Operated.

If the published surmises, conjectures and deductions were to be believed, or taken with any degree of seriousness, which the major part of the sensible electorate of the town of Westerly are not doing, the town would be on the verge of infantile politics. During the past week there have been statements published that are not warranted by facts and evidently in the interest of individuals who desire to pose as the real leaders of the republican party, the only party of political consequence in the town of Westerly, and to belittle other republicans whose vote counts just as much as that of the other fellow's on election day. This is all preliminary to the caucus that is to be held in the town hall (Thursday) evening, for the selection of delegates to the state convention and the election of a town committee.

An investigation shows that the whole situation is simple and it is but just to all concerned that the real facts be made known. It appears that the political affairs of the town of Westerly, so far as the nominations for town officers are concerned, have been left to the judgment of the town committee, under the apprehension that all was on the level. The town committee is composed of fourteen citizens, seven from each of the two voting districts. This town committee is nominated and elected by each district at a caucus which is held in September, and that caucus will be held this evening.

A clearer understanding of the fact can be given by referring to the town committee of 1916 that met in June to recommend candidates for two councilmen and other officers. The committee at that time was composed of George Benjamin Uiter, D. Harold Rogers, Albert Pierson, Charles F. Berry, Dr. John M. O'Connell, Edward J. Burdick and Howard B. Thorp for the first district, and William Clark, Arthur L. Perry, Samuel H. Davis, Martin H. Spellman, Lewis Stanton, James McCall and Daniel Larkin for the second district.

In addition to the election of a town committee, delegates to the state convention will be chosen, and Westerly is entitled to six delegates. It has been an almost universal custom to include the senator and the two representatives of the town of Westerly in the general assembly, in the list of delegates to the state convention. It is understood that the present town committee, as above named, at a meeting held recently decided to nomi-

LEGAL NOTICES.

NOTICE

ANNUAL TOWN MEETING.
THE LEGAL VOTERS IN TOWN MEETING of the Town of Norwich are hereby warned to meet in the TOWN MEETING, in the Town Hall, in the Court House Building, in the City of Norwich, on MONDAY, EVENING, OCTOBER 23, 1916, at EIGHT O'CLOCK.

TO HEAR AND ACT UPON the report of the Selectmen and their recommendations, the reports of the Town Treasurer, Treasurer of the Town Deposit Fund, the Sinking Fund Commission, the Health Officer, the Town School Committee and the report of the Trustees of the Old Library; to grant salaries; to lay a tax to meet the expenses of the town, including those of the public schools, and to fix the compensation of the tax collector.

ALSO TO DETERMINE whether the Town will authorize the Selectmen to borrow a sum of money not to exceed one hundred and fifty thousand dollars, in such sums and at such times during the twelve months ensuing, as shall be necessary to defray the lawful current debts and obligations of the Town, which shall accrue before the Annual Town Meeting, to be held in the year 1917, and to deliver the notes of the obligation of the Town therefor as may be, in their judgment, for the best interest of the town.

ALSO TO DETERMINE whether the Town will appropriate a sum of FORTY FIVE HUNDRED DOLLARS to assist in maintaining the Old Library.

ALSO TO ACT UPON a petition of more than twenty legal voters of the Town, asking that the Town appropriate a sum not to exceed Five Hundred Dollars for the purpose of improving the public park or green at Dean Hill, in said Town.

ALSO TO ACT UPON a petition of more than twenty legal voters of the Town, asking that the Town appropriate a sufficient sum of money to the sum of Fourteen Thousand Dollars, to relieve those pupils of the Norwich Free Academy who are legal residents of and domiciled within the limits of said Town, from the payment of the usual fees charged to them by the said Academy, for the school year of 1916-1917.

DATED AT NORWICH, CONNECTICUT, this 25th day of September, A. D. 1916.

CASPER K. RILEY,
CHARLES P. BUSHNELL,
ALBERT PIETSON,
Selectmen of the Town of Norwich.
sep26d

NOTICE

ANNUAL TOWN MEETING.
The Legal Voters in Town Meeting in the Town of Sprague, State of Connecticut, are hereby warned to meet in the Town Hall in Baltic, in said Town, on MONDAY, OCTOBER 2, 1916, at 8 o'clock in the forenoon.

To elect by ballot the officers of said Town for the year 1916, to wit: One Assessor for three years, one Assessor for one year, one member of the Board of Health, three members of the Board of Grand Jurors, seven Constables, a Collector of Town Taxes, Registrars of Voters and members of the Town School Committee and any other officers required by law to be chosen at said time.

A petition having been duly presented according to law asking for such action, and the Selectmen are authorized to determine whether any person shall be licensed to sell spirituous and intoxicating liquors in said Town.

Also, to determine whether the Town will appropriate a sum of money not to exceed One Hundred and Fifty Dollars for supplying text books for the scholars attending the public schools in said Town.

Also, to authorize and direct the Treasurer of the Town to set aside and hold the town funds for the following dates, viz: On the first day of April in the years 1917 to 1918 inclusive, the sum of One Thousand and One Hundred and Fifty Dollars in each of said years; on the first day of April in the years 1917 to 1918 inclusive, the sum of One Thousand Five Hundred and Fifty Dollars in each of said years; on the first day of April in the years 1917 to 1918 inclusive, the sum of One Thousand Eight Hundred Dollars in each of said years; that said sums be deposited in the Bank Trust Company as may be directed by the Selectmen, and that any interest earned by such deposits be added thereto and that such sums, deposits and interest be used to pay the issue of bonds in the sum of \$100,000 when the same shall mature.

Also, to lay a special tax on the grand list of said Town for a sinking fund for the issue of said bonds.

Also, to grant salaries to lay a tax to meet the expenses of the Town and for the support of common schools and to fix the compensation of the Collector.

Also, to authorize the Selectmen to borrow such sum of money as may be necessary to meet the obligations of the Town arising prior to the payment of Town taxes in 1917, and to pay the same or other writings of the Town therefor.

The ballot boxes will be opened at 9 o'clock a. m., and will be closed at 3 o'clock p. m.

Dated at Sprague, Connecticut, this 22d day of September, A. D. 1916.

RAYMOND J. JODON,
ARTHUR ROY,
JOHN J. JONES,
Selectmen of the Town of Sprague.
sep26d

NOTICE

ANNUAL TOWN MEETING.

The legal voters of the Town of Lisbon are hereby warned to meet in Annual Town Meeting at the Town House in said Town, on Tuesday, Sept. 26th, 1916, at 2 o'clock in the afternoon.

To hear and act upon the report of the Selectmen, and their recommendations, report of the Town Treasurer, the Health Officer, the Auditor, and the School Visitation Committee.

To lay a tax to meet the expenses for the year.

To instruct Selectmen regarding labor on highways.

To take action regarding a new highway leading from Learned's Hill across to Versailles.

To authorize Selectmen to borrow money until such time as the town and to any other business legal for said meeting.

Dated at Lisbon, Sept. 25th, 1916.
C. A. WHITAKER,
F. L. KANAHAN,
CHARLES BUDITT,
Selectmen.
sep26d

A SPECIAL MEETING

of the Norwich Free Academy Alumni Association will be held Friday afternoon at 8 o'clock at the Norwich National Bank. Business of importance to be transacted.

Invitation of the President,
WALTER E. GILBERT, Secretary.

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